



American Recovery and Reinvestment Act of 2009

Implementation of PPPs for Transit **Chicago, Illinois** ***May 20, 2009***

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Purposes of Legislation

➤ **Recovery**

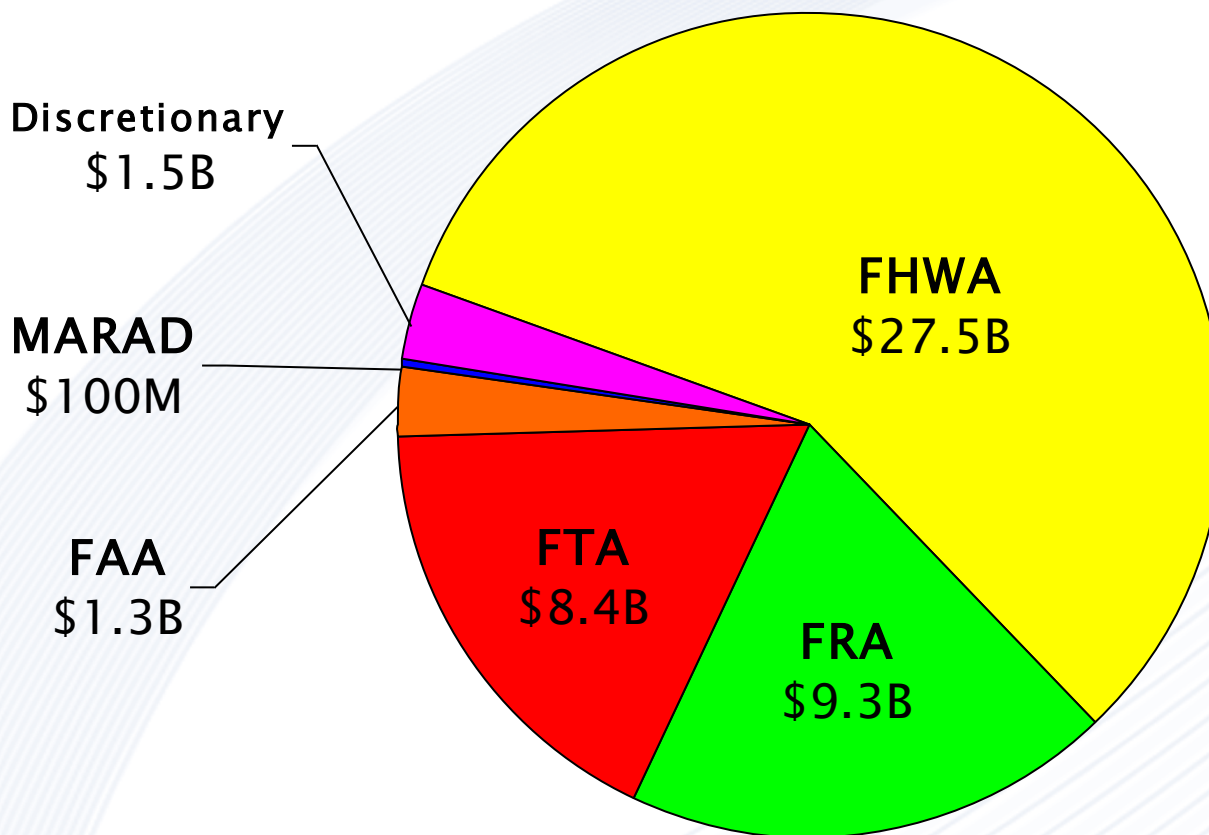
- Maintain and create jobs
- Provide cash to strapped State and local economies

➤ **Reinvest**

- Build and repair infrastructure



ARRA Transportation Funding

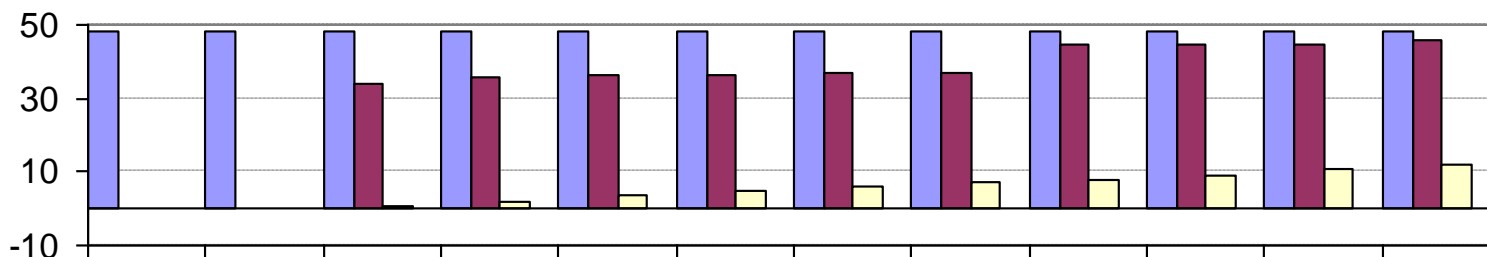


Total DOT Funding: \$48.1 Billion



DOT'S OVERALL PROGRESS AS OF MAY 8

\$/Billions



	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8	Week 9	Week 10	Week 11	Week 12
Total Appropriation	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1	48.1
Total Announced	0	0	34.1	35.7	36.4	36.4	36.7	36.8	44.8	44.8	44.8	45.6
Total Obligated	0	0	0.4	1.9	3.7	4.8	6.3	7.4	8.1	9.3	10.5	11.7
Total Outlays	0	0	0	0	0.0016	0.0017	0.0021	0.0023	0.004	0.031	0.034	0.04



IMPLEMENTATION STRATEGY

➤ CREATION OF TIGER TEAM

- Secretary LaHood creates **Transportation Investments Generating Economic Recovery (TIGER) Team** to oversee **successful implementation of ARRA.**
- Co-chaired by Deputy Assistant Secretary for Transportation Policy and the Deputy Assistant Secretary for Budget and Programs.
- Mission of the team is to ensure:
 - Recovery Act funds **delivered quickly and legally**
 - Recovery Act funds **tracked and monitored consistently**
 - Progress Reports provided **regularly and are transparent.**



TIGER TEAM CONCEPT

- **Broad range of responsibilities** covering all aspects of implementation.
- **Non-voluntary membership**
 - Federal Highway Administration (FHWA)
 - Federal Aviation Administration (FAA)
 - Federal Transit Administration (FTA)
 - Federal Railroad Administration (FRA)
 - Maritime Administration (MARAD)
 - Office of the Secretary (OST)
- **... as well as members from the offices of the Assistant Secretary's for:**
 - Transportation Policy
 - Budget and Programs
 - Administration
 - Governmental Affairs
 - Public Affairs
 - Information Technology
 - Staff from **other parts of the Department** have also offered help and assistance.



MAKING THE TIGER TEAM CONCEPT WORK

➤ **EARLY DECISIONS**

- Created a Share Point internal collaboration site **solely for ARRA implementation** issues. Site includes:
 - Legislative reference materials (bills and reports)
 - Official OMB guidance documents
 - Internal instructions
 - Training materials
 - **Interactive calendar** to track both Congressional and OMB deadlines.
 - Calendar has been essential for ensuring all dates are met and accountability for deliverables is clear.



MAKING THE TIGER TEAM CONCEPT WORK (continued)

- Initial TIGER Team meetings pointed to the need **for sub-groups assigned to address specific implementation issues/problems** and then report on recommendations/progress back to full TIGER Team.
- **Stewardship groups were established** to meet this need.
- Stewardship groups work through **technical details and bring final recommendations on next steps** back to TIGER Team.



MAKING THE TIGER TEAM CONCEPT WORK (continued)

- **Stewardship Groups**
 - **Data Management** – tackles all grant related reporting issues using information from separate grant systems in the Operating Administrations (FMIS, TEAM, and SOAR)
 - **Financial Assistance** – works with issues pertaining to grants, procurement, and contracting across the Department.
 - **Communications and Governmental Affairs** – focuses on announcements, events and press releases.
 - **Financial Management** – ensures consistent financial reporting of all financial data from the moment of apportionment through final disbursement.



MAKING THE TIGER TEAM CONCEPT WORK (continued)

- **Information Technology** – supports the TIGER Team Share Point collaboration Site, manages the technical support for mapping processes, and keeps websites updated with current information.
- **Jobs Counting and Reporting** – working with the White House Council of Economic Advisors in developing a jobs counting and reporting methodology that is understood and can be implemented.
- **Risk Management** – uses proven risk management strategies similar to those developed for implementing the Federal Financial Management Integrity Act (FMFIA) to ensure that processes being used implementing ARRA are developed with proper internal controls from the beginning.



MAKING THE TIGER TEAM CONCEPT WORK (continued)

- **Executive Accountability Board** – provides a link back to the TIGER Team with the DOT **Office of the Inspector General (OIG)** and **Government Accountability Office (GAO)**
 - Meets with GAO and OIG bi-weekly
 - TIGER Team shares progress reports and challenges
 - OIG and GAO share oversight and review plans and focus areas for the future
 - Keeps dialogue open and constructive
 - Provides for insight into overall accountability effort chaired by OIG Delaney



Transit Funding in ARRA

Program	Funding
Urban Formula	\$5.97 B
Non-Urban Formula	\$760 M
Fixed Guideway Modernization Formula	\$742 M
New Starts / Small Starts	\$742 M
Tribal Grants	\$17 M
Discretionary Energy Program [new]	\$100 M
Discretionary Multimodal Program [new]	[\$1.498B]
Administration / Oversight	\$64 M
Total (Transit Only)	\$8.4 Billion

Note: Program totals adjusted for Administration and Oversight



Key FTA Provisions

- No waiver of FTA program requirements (planning/NEPA/Buy America/Labor Protections)
- 100% Federal share, except New Starts
- Capital expenses only are eligible
- Cannot mix Recovery Funds with other funds
- Certain ARRA highway funds can be flexed to transit
- New grant obligation deadlines apply



ARRA Obligation Timetable

	Funds Apportioned	Obligate half of funds or unobligated part of half is redistributed	Redistribute all funds remaining unobligated	All funds must be obligated or returned
FHWA	3/2/10	6/30/09 120 days	3/2/10	9/30/10
FRA	2/16/09	Various High Speed Rail and Amtrak funding deadlines		
FTA	3/5/09	9/1/09 180 days	3/5/10	9/30/10
FAA	2/16/09	6/17/09 120 days	2/16/10	9/30/10



ARRA Transit Formula Programs

- **Urbanized Area Formula (\$5.97 B)** – Allocated to Urbanized Areas using Section 5307 formula
(Excludes Transit Intensive Cities Tier)
- **Non Urbanized Formula (\$760 M)** – Allocated to States using regular Section 5311 formula
- **Fixed Guideway Modernization (\$742 M)** – Allocated to Urbanized Areas using regular Section 5309 FGM formula – Tiers 1, 2, 3 and part of 4



ARRA Transit Formula Programs

Transit Capital Assistance Program

- **100 percent Federal funds**
- **Pre-Award Authority**
 - October 1, 2008
- **Availability of funds**
 - 50 percent must be obligated by September 1, 2009, or reallocated.
 - remaining 50 percent must be obligated by March 5, 2010, or reallocated.
 - all funds must be obligated by September 30, 2010, unobligated funds are returned to the U.S. Treasury



ARRA Transit Formula Programs

Fixed Guideway Infrastructure Investments

- **\$750M:** to modernize, maintain, or improve existing fixed guideway
- **100 percent Federal**
- **Pre-Award Authority**
 - October 1, 2008
- **Availability of funds**
 - 50 percent must be obligated by September 1, 2009, or reallocated.
 - remaining 50 percent must be obligated by March 5, 2010, or reallocated.
 - all funds must be obligated by September 30, 2010, unobligated funds are returned to the U.S. Treasury



ARRA Formula Transit Programs

Fixed Guideway Infrastructure Investment

- **Allocated to Urbanized Areas**
 - Fixed guideway systems 7 years or older
 - Must have a threshold of at least one mile
 - Allocation made under Tiers 1,2,3, and partially 4



ARRA Transit Discretionary Programs

- **Major Capital Investments (\$742.5M)** - FTA focus on projects “under construction or able to obligate funds within 150 days”
- **Tribal Transit (\$17M)** - Competitive solicitation and selection using existing procedures; capital projects only
- **Energy Program (\$100M)** - Competitive solicitation and selection; based on new procedures and criteria to be announced soon



ARRA Tribal Transit Program

- **\$17 million**
- **Eligible Applicants:** Federally-recognized Indian tribes or Alaska Native villages, groups, or communities identified by the Bureau of Indian Affairs
- **Eligible Projects**
 - Capital Projects



ARRA Capital Investment Grants

Statutory Priority

- a) “Projects that are in construction or,
- a) Are [E]ligible to obligate funds within 150 days of enactment...”



Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)

- **\$100 Million**
- **Grants for capital projects that either:**
 - Reduce energy consumption of the transit agency, or
 - Reduce greenhouse gas emissions of the transit agency
- **Application Procedures** - Published in Federal Register and posted on website.



New ARRA Multimodal Discretionary Program

- Capital investments in surface transportation infrastructure
- \$1.5 billion competitive grant program
- Projects with significant impact on Nation, metro area, region
- Grant awards: \$20 million to \$300 million
- Up to 100% Federal share



New ARRA Multimodal Discretionary Program

➤ Eligible Projects

- Highway or bridge projects (Title 23)
- Public transportation projects (Title 49)
 - Public transportation projects, including investments in New Starts or Small Starts projects
- Passenger and freight rail projects
- Port infrastructure investments
 - Projects that connect ports to other modes of transportation



DOT Reports to Congress

- Reports to Congress due 90 days, 180 days, 1 year, 2 years, and 3 years after enactment
- Requires financial and progress information at project level (sub-awards and contracts)
- DOT/FTA still working out logistics



NEPA Reports to Congress

- Status report to Congress on NEPA compliance for ARRA projects
- FTA will use TEAM environmental findings to extent possible
- May require additional reporting from applicants/grantees



GAO/OIG ARRA Activities

- April GAO report on use of funds
- Based on review of 16 States & D.C.
- Focus on transparency, accountability, and communication improvements (directed mainly to OMB)
- DOT/OIG report on management challenges focuses on 10 key areas
- DOT prepared action plan that addresses 10 key focus areas



CURRENT CHALLENGES

- Constant reporting requirements (currently 8 reports per week).
- Advancing mapping capabilities.
- **Web-site refreshing and posting of current information.**
- **Refining jobs methodology** in preparation for the first report in May.
- Continued **communication with Congress** on progress.
- **Risk management strategy** is on-going. Will remain a challenge and a priority.
- **Continued outreach** both internally and externally on ARRA.